

THE TRANSFORMER

FAREWELL FROM BRIGADIER GENERAL THOMAS R. MIKOLAJCIK

I have been extremely proud to serve as Director of Transportation for the past two years. We have a vibrant career field with a lot of class and success in making things happen. As the Air Force continues to move from a supply-based logistics system to transportation-based system, we must instill in our young work force the significance and importance of what we do, day in and day out, 365 days a year to move the force. Nothing moves within commercial industry or the Department of Defense without transportation, and don't ever forget that.

As we look at the future Air Force, we have major challenges ahead that primarily revolve around our budget allocation. How can we maintain readiness and combat effectiveness, yet still continue to modernize our forces within the budget guidelines we are given. We



must look at every possible opportunity and alternative on how we do business and capitalize on the ones that improve profits and save money, or we won't be able to meet our combat requirements in the future. It is a tough challenge, but one I am confident you will meet.

Our people are unsung heroes for what they do and how well they perform. Supervisors must ensure they are appropriately recognized and emphasize their role in meeting the logistics challenges of the future. We all need to remember that the foundation of lean logistics is transportation. People who fully understand transportation's critical role in lean logistics and the importance in moving things rapidly will better serve their customers.

Thank you for all your hard work and dedication. Good luck, Godspeed, and happy landings.

PURPOSE

The purpose of The Transformer is to provide all Air Force transporters a chance to see what their counterparts are doing in the quality arena. It is a product of an Air Force Wide Transportation Process Action Team whose mission was to find a way to communicate quality crosstell information to all transporters. This service is only one part of a three-part process to gather crosstell and then pass it on to all transportation organizations and units. We encourage you to make copies of each issue and pass them on to all personnel in your unit.

The Transformer is distributed on a quarterly basis. If your unit personnel would like to contribute, please contact your organization or MAJCOM POC (MAJCOM POCs are listed at the end of this document).

If you have a good idea, share it!

SUBMIT VIA OUR NEW INTERNET INPUT PAGE

In the last issue of The Transformer, I explained that JPPSO - San Antonio has created our own World Wide Web server. One of the benefits of having your own server is the ability to implement new ideas quickly. One of our newest innovations is the on-line method of submitting articles for The Transformer.

Why did we create this new inputting device? For one thing, the web is becoming a much more powerful communication tool. Also, the form allows you to send in your

article in electronic format, which makes it easier for us to handle. Additionally, it takes out a lot of the guesswork involved: the form tells you what information is essential to include, and you choose the MAJCOM POC from a pull-down list.

Using it is a snap! With your Web browser, go to <http://131.44.127.25/transformer/article.html> to see the new on-line form. Please fill out the form



completely so your MAJCOM POC can process your article. When you press the Submit button at the bottom of the form, all of the fields you filled out are sent to the POC for the MAJCOM you selected, so it is important to select the correct MAJCOM from the pull-down list. If your MAJCOM is not listed, you can send your article to the Program Manager.

If you already have the article written in a Windows word processing program, such as WORD, and you are using a Windows web browser, such as Internet Explorer, Netscape, or

Mosaic, you can copy the article to the clipboard, and paste it into the appropriate field in the input form.

This new method of creating and submitting articles to the MAJCOM POCs greatly reduces errors caused by missing information. It also enables transporters to read articles and write new ones in the same interface - the World Wide Web.

Got any great ideas for improving our home page? We want to hear from you! Our goal is to make our web page the Internet's most user-friendly, informative site for Air Force transporters.

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AERIAL PORT OPERATIONS

The Global Air Transportation Execution System (GATES)

GATES will be the Department of Defense Air Transportation System for all airlift of cargo and passengers in the Defense Transportation System. We anticipate that all users of DoD airlift assets will be exposed to a portion of the GATES software.

GATES incorporates over 120 systems into less than 30! The program will have a similar Graphical User Interface (GUI) look and feel as seen in other Windows 95 and Microsoft Office programs through the use of tabs, button bars, and task bars. We are well on our way towards implementation of the next generation of transportation systems.

Passenger Reservation Centers (PRCs) will be seeing GATES in just a few short months. We are fielding the HQ AMC functionality which includes the PRCs, areas on the AMC Directorate of Operations (DO) Staff,

and several areas in the Tanker Airlift Control Center (TACC) Transportation Directorate (TRK). PRCs will book passengers, DO will track passenger and cargo movements, and TACC/TRK will plan and manage daily cargo and passenger movement requirements.

The TACC Aerial Port Control Center (APCC) will manage the daily movement of cargo through each of the aerial ports via an electronic interface between GATES and the Consolidated Aerial Port System II (CAPS II).

We had our second Screen Face Review Workshop 9-13 Sep. Representatives from most of our Aerial Ports were on-hand to validate the look and feel of our screens for Build One of the program. The workshop was very successful due to the efforts of our contractor, Tri-Cor Industries. Many hours were spent preparing for this task and all went very well. I thank all who attended and made comments toward the improvement of this system. For those that made comments, a control number will be assigned and an answer will be provided. Expect a package in the mail in the near future detailing the results of your efforts. (A survey will be included. Please complete and return via official mail in the envelope provided.)

Release date for Build One is scheduled for Nov 97. Build Two is in the preliminary design phase and is scheduled for a Nov 98 release. We are anticipating another workshop in the early summer of '97. This workshop will focus on the CAPS II functions, and will involve validation of the functions, and the look and feel of the GUI. What you see in CAPS will be incorporated into Build Two. We hope to have the same level of participation.

GATES is a user developed program from its inception to the actual fielding. This is a new way of doing

business and is proving very challenging. We have charged the contractor with the requirement to incorporate your input. This system is yours and it is being developed by you!

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Gateway Realignment

In an effort to reduce costs and improve service, AMC will phase out its full-service commercial gateway at Lambert Field-St. Louis IAP and establish test operations at Seattle-Tacoma IAP. These changes will affect a number of Cat B missions, and will also save taxpayers an estimated \$5.3 million annually.

This realignment will allow AMC to operate more efficiently, much like the hub-and-spoke system used by the commercial airline industry. It will allow customers to fly directly from home to AMC hubs on the coasts, where AMC can offer more direct or non-stop flights to overseas locations.

The FY97 realignment is scheduled as follows:

a. St. Louis scheduled flights to Frankfurt, originating at Dallas, will continue to depart on Sundays until the end of February 97. Pacific flights will originate in St. Louis on Wednesdays and travel via Seattle until the end of September 97. AMC charter operations at St. Louis and the Dallas extension will shut down completely by October 97.

b. At Seattle, test operations are scheduled to begin October 96 with flights to Osan AB, Yokota AB, Iwakuni MCAS and Misawa AB. Seattle is the closest US departure point to bases in the Pacific theater. In addition, the new hub will better serve the large West Coast military population.

c. Existing Cat B operating locations at Charleston, Los Angeles, Atlanta, Washington, DC, Philadelphia, New York, and Norfolk will remain in place for FY97.

Passengers will be able to use GSA city pair fares as "spokes" to travel into and out of AMC's gateway hubs. These negotiated fares are contracted out to commercial airlines on a yearly basis.

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Next Generation Small Loader (NGSL)

A "quick look" test to support an acquisition strategy for the NGSL is on the horizon and is planned for early October at Travis AFB, CA. The test will involve the British built Atlas and the Australian TASLU loaders, both capable of a lift height of 18 feet.

The "quick look" test will last approximately 90 days. The purpose of this test is to determine what modifications would be needed to meet our requirements, to collect performance data, and to verify validity of our requirements. HQ AMC/DOZ/LGT/XPQ, WR-ALC/System Program Office NGSL (SPO), and AFOTEC are working jointly to develop the test plan.

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VEHICLE MAINTENANCE

Spray-in Bed Liners

The slide-in bed liners protected truck beds from being scratched and dented, and also enhanced the overall

appearance of the vehicle. However, after using these bed liners for several years, it was discovered that they also have a tendency to wear the paint down to bare metal.

At the Air Education and Training Command Transportation Conference, SMSgt Taylor, the Vehicle Maintenance Manager at Luke AFB, briefed how they had procured equipment to "spray-in" their bed liners. She also discussed the multiple applications for the spray-in bed liners. These uses included, among other things, running boards, and the backs of MB4s and PSI bobtail tow tractors.

We felt this would be a tremendous asset in our corrosive environment at Tyndall AFB. The original cost of equipment was estimated at \$17,500, but pursuing this further, the cost escalated to \$24,500.

After receiving these estimates, we decided some additional research was needed. We contacted a local Ziebart dealer who advertised the spray-in liners. Here we found the equipment for only \$186. So far, we have applied the spray-in liners to ten vehicles and found it to be successful.

Our source of supply for the

materiel and equipment is: Mike Houser at Custom Car and Truck, 6608 Whitebluff Dr., Savannah, GA., commercial (912) 355-3057.

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Re-refined Oil Video Teleconference (VTC)

HQ ACC/LGTV broadcasted a live VTC on re-refined oil which aired on 30 May 96. There were a total of 15 bases who participated and received a detailed briefing from Robin Champ, Petroleum Product Executive for the Defense Supply Center Richmond (DSCR). The objective of the VTC was to make our vehicle maintenance flights aware of their responsibility to comply with Executive Order 12873 Federal Acquisition, Recycling and Waste Prevention, which urges all federal agencies to buy environmentally preferred products or products made with recovered materials (e.g. Re-refined Oil). We

Military Hourly Wage Rates

If you haven't changed your hourly wage rates this year you could be losing money on accident, abuse and reimbursable vehicle repairs. Updated rates also provide accurate figures to make management decisions on repairs to vehicles in replacement codes A through J.

Use the table below to change your military rates in OLVIMS. Now would also be a good time to verify your civilian rates: See your local accounting and finance office.

RANK	RATES	RANK	RATES
O-3	34.89	E-6	20.87
O-2	25.27	E-5	17.73
O-1	19.58	E-4	14.69
E-9	32.38	E-3	12.02
E-8	27.51	E-2	10.97
E-7	23.78	E-1	9.27

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video taped and sent each ACC base a copy of the re-refined oil presentation. We also sent some additional literature for reference in order to get bases started on their re-refined oil endeavors.

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0-24 Hour Repair Turnaround Time

The 0-24 hour repair turnaround: how do you get there from here, and give your customers the best possible service?

Here at Yokota, we attacked it at our Flight Quality Council and came up with a clear focus to solve the dilemma.

We instituted production meetings each morning with all of the Element NCOICs and focused on our 0-24 hour workload--how can the elements best work together and share the jobs.

In addition, we felt that a visual reminder would help supervisors and technicians focus on those 0-24 hour workorders. So we ordered a stamp with a big red "24 hour" imprint on it to identify those work orders that have 8 hours or less of estimated repairs (i.e., they can go within 24 hours). The stamp also has a line at the bottom

to enter the date/time at which the vehicle must go.

Clear focus on the ones that must go is the key benefit to using the 0-24 hour stamp. Additionally, daily production meetings allow management and work center supervisors to view, discuss, and share the entire workload and place emphasis where needed to meet the mission.

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Safety Standdown

We all emphasize safety in our Vehicle Maintenance Shops; regular briefings are common, we keep our Forms 55 up-to-date, correct those personnel working unsafely, etc. But after a while, people can become complacent--and then, an accident.

To increase our safety consciousness, and to keep this from happening to us, we've instituted a Safety Standdown for the flight every month. It works like this. Each element is tasked to spend two hours on the Safety Standdown Day in their shop, working or training on safety items. They are encouraged to do

hands-on training and maintenance, not lectures. Topics vary from using a new piece of shop equipment safely, to dressing grinding wheels, tire safety, Lock-out Tag-out, and proper spill response.

All technicians are involved, and to keep everyone focused--it's kept hands-on. The entire shop stands down and takes the time to make our working environment safer and to increase everyone's safety awareness. For that, two hours lost time from pulling wrenches is a small price to pay!

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VEHICLE OPERATIONS

2T1X1 Technical Training Relocates

The Vehicle Operations Apprentice and Craftsman courses, previously at Lackland AFB, Texas, have relocated to Ft. Leonard Wood, Missouri. Concluding the last class in May 1996, the schools transferred along with five veteran instructors, one CDC author, and four new instructors from the field.

Located on the second floor in building 5400, the newly occupied facility houses instructor offices, apprentice and craftsman course class rooms, one computer lab/learning center, and a small scale training aid display room. In addition to the second floor, a vehicle static display bay is located on the ground level. Under renovation, a separate complex will house forklift training and complete the make up of the entire school house.

Apprentice courses are scheduled to restart in September, with Craftsman classes scheduled for late October 96.

Beating the Summer Heat

The HOT summer heat can be unbearable in Arizona, causing vehicle engine overheat problems and air conditioning systems that don't seem to cool the average flight line worker.

The 56th Transportation Squadron came to the rescue by installing two 10 inch pusher fans on the outside surface of the condenser. The customers are happy to feel air four to five degrees cooler, even if they have to foot the bill.

Source of supply: Kool Klutch Automotive Produces, AZ; 10" pusher fan, part # 126110, \$63.00

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New Home Page!

HQ SSG/LGTR has created a new Home Page site for Vehicle Operations.

This site provides the following:

- Vehicle Ops Software News
- Current Vehicle Ops Software
- Other Transportation related internet links
- How to install software
- A File Transfer Protocol (FTP) link to our BBS files
- Feedback e-mail section

The AF Vehicle Ops software team members are: Project Manager, GS-12 Mr. Osborne; Transportation Officer/Security, 2Lt Estrada; Vehicle Ops Manager, SMSgt Kathy Miller (one of the 12 Outstanding Airmen of the Year for 1996), Vehicle Ops Supt/Testing, MSgt Hunsinger; Vehicle Ops Functional/REMS, TSgt Linger; Lead Programmer, SSgt Willis; Programmer/Clipper Support, SrA Cuff; and Programmer/Realia COBOL, SrA Harwell and A1C Hudson.

Our site is located at:
<http://www.ssc.af.mil/LG/LGT/LGTR/afis/afis.html>

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TRAFFIC MANAGEMENT

Defense Transportation Regulation (DTR) DoD 4500.9R

In partnership with our components, the Services, and the Office of Assistant Deputy Under Secretary of

Defense for Transportation Policy, USTRANSCOM TCJ4-LTP is developing DoD Regulation 4500.9R, Defense Transportation Regulation (DTR). The DTR will consolidate over 40 existing transportation publications (Joint-Service) into one comprehensive regulation derived from DoD Directive 4500.9, Transportation and Traffic Management. The DTR will be completed in four parts, with the last part to be completed by Dec 96.

The DTR standardized processes and procedures applicable to DoD worldwide common-user passenger, cargo, mobility, and personal property movements, with a goal to have the same procedures for peacetime and wartime. The DTR ensures standard training, familiarity, and interoperability of transportation throughout all DoD traffic management activities. The DTR is the only common-user traffic management regulation to encompass CONUS and OCONUS procedures.

DTR, Part I, Passenger, was completed and signed by DUSD/TP in Aug 95.

DTR, Part II, Cargo, was completed and signed by DUSD/TP in Apr 96.

DTR, Part III, Mobility, is in the final stages of coordination and expected to be completed and signed by DUSD/TP in Sep 96.

DTR, Part IV, Personal Property is in the final draft stages and expected to be coordinated and completed in Oct/Nov 96 time frame.

DTR was written to provide base level TMOs/ITOs with current guidance to complete mission requirements. Each TMO/ITO/MO should have established a requirement with their local publications distribution section for hard copies of all four parts of the DTR. Hopefully, the DTR will be on CD-ROM and INTERNET within the next 12 months. Changes to the DTR should

be submitted through your chain of command to USTRANSCOM TCJ4-LTP.

The proper format to use when submitting changes are: Subject (include page numbers and paragraph numbers), Issue (explain in detail), Recommended Change, and Justification. All Services and TCCs must agree to the wording on changes prior to being approved by DUSD/TP. Changes to Part I of the DTR are being worked at this time.

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Self-Procured Transportation Reimbursement

As of Sep 96, the Excess Cost Adjudication Function (ECAAF) had over 3,800 letters on hand prepared by Transportation Officers around the world authorizing reimbursement for self-procured transportation of personal property. Over 90 percent of the authorization letters were for reimbursement of parcel post shipments from overseas theaters.

We continue to experience problems while constructing the case file to evaluate for potential excess costs. One simple change in the authorization letter could save us and you countless work hours.

When finalizing the reimbursement letter for the member:

a. Identify all shipments in connection with the special orders authorizing entitlement for the move;

b. Annotate the letter to identify, by government bill of lading number or Transportation Control Number (if applicable), all other shipments made;

c. If the member made a nontemporary storage shipment (NTS), please provide a copy of the

NTS Service Order, DD Form 1164, if applicable.

Please mail a copy of the completed reimbursement letter to:

JPPSO-SAT/ECAF

613 Northwest Loop 410, Suite 400
San Antonio TX 78216-5518.

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Outbound Counseling Tips

The following topics will help you provide quality counseling to your outbound customers.

Dual Moves

Based upon the Comptroller General's decision, 54 Comp Gen 847 (B-181402), 10 April 1975, there are circumstances when the same property may not be shipped twice using two separate orders.

The Comptroller General has ruled that if a member has an entitlement to ship personal property and then uses their spouse's orders to ship that property, the member may not ship that same property again with the unused order.

You could look at it another way. If the member has an order which provides for shipment of personal property at government expense and that property is shipped at government expense, regardless of which order is used, then the government has fulfilled its obligation to the member.

Examples:

1. A military couple has PCS orders from Lackland AFB to Dover AFB. They ship all of their property under one order and have the property delivered to a house they are renting off base. Some time later they decide to purchase a house in the local area. Can they use the other PCS order to move the property locally? No.

2. A military member is married to a civilian employee stationed at Elmendorf AFB. The military member separates and the civilian employee has PCS orders to F E Warren AFB. They ship all of their property under the PCS order to Wyoming. Can the separated member use his order to ship his property from Wyoming to his home of record? No.

3. A military couple stationed at McChord AFB. One member retires and the other has PCS orders to McGuire AFB. They ship all of their property under the PCS orders to New Jersey. Can the retired member use his order to ship his property from New Jersey to his home of selection? No.

These examples are from authentic cases. The members concerned in each instance were unaware of the law and have now either had to dramatically change their future plans or spend a considerable amount of money to move their property.

We need to make sure we counsel our customers who fall into this unique category on their correct entitlements so they can make a fully informed decision.

Pros and Cons of Temporary Storage at Origin vs NTS

Home of Records Separations:

When a member separates and is authorized travel and transportation entitlements to their home of record or place of entry on active duty or enlistment, they are authorized non-temporary storage (NTS) from the moment the orders are issued up to 180 days from their last day of active duty.

The main benefits to the member in using the NTS entitlement are:

1. As the shipment has not been given to the line haul carrier the member can change the destination, subject to excess cost.

2. The property may be delivered back into the local area.

The main drawbacks to using NTS are:

1. Once released from storage, the property may not be stored again at government expense except under exceptional circumstances.

2. The member may only receive 180 days of storage from their last day of active duty.

3. The property must be placed into NTS before the 180 days expires. Even if they receive an extension of their travel and transportation entitlements, if it is beyond 180 days they may not place the property into NTS.

The benefits to the member in using temporary storage at origin under the Basic Ordering Agreement (BOA) are:

1. The property has not been turned over to the line haul carrier, therefore the member may change the destination, subject to excess cost.

2. The Traffic Management Office (TMO) may authorize up to 270 days temporary storage and the Chief of Transportation or Transportation Squadron Commander has the authority to approve temporary storage beyond 270 days.

3. The member may use part of the temporary storage at origin and the rest at destination.

4. If the member has received an extension of their travel and transportation entitlements, the property can go into storage even if the 180 days has expired.

The main drawback in using temporary storage at origin under the BOA is if the member elects to have the property delivered into the local area they will be liable for all storage costs.

Retirees and Home of Selection Separations:

When a member retires or separates and is authorized travel and transportation entitlement to their home of selection, they are authorized

NTS from the moment the orders are issued up to 1 year from their last day of active duty.

The main benefits to the member in using this entitlement are:

1. As the shipment has not been given to the line haul carrier the member can change the destination.

2. The property may be delivered back into the local area.

The main drawbacks to using NTS are:

1. Once released from storage the property may not be stored again at government expense except under exceptional circumstances.

2. The property must be placed into NTS before the 1 year expires. Even if they receive an extension of their travel and transportation entitlements, if it is beyond the 1 year they may not place the property into NTS.

The benefits to the member in using temporary storage at origin under the BOA are:

1. The property has not been turned over to the line haul carrier therefore the member may change the destination.

2. The member may use part of the temporary storage at origin and the rest at destination.

3. If the member has received an extension of their travel and transportation entitlements, the property can go into storage even if the 1 year has expired.

The main drawback in using temporary storage at origin under the BOA is if the member elects to have the property delivered into the local area they will be liable for all storage costs.

It is essential that members know what their options are so that they may make the right decision when setting up their move.

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Outbound Quality Process

We use the following quality process here at Maxwell AFB to help us ensure all required actions have been completed on shipments in TOPS that have pick up dates within the next two weeks.

Every Friday morning, we use TOPS to print a Daily Inspection Schedule report covering the next two weeks. The report is reviewed for shipments that are in IN and IT status. Those shipments are checked to determine why they are in that status. All required actions are then taken immediately.

This process ensures action is taken on all shipments in TOPS that have a pick up date within the next two weeks, and also ensures the system is kept clean of shipments that need to be deleted. Once all actions are completed, the section supervisor is briefed, and findings are used as feedback and for training section personnel.

This process ensures that outstanding customer service is provided and that no shipment gets lost in TOPS.

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Circuitous Travel in Conjunction with Official Travel

The following message was released by USTRANSCOM TCJ3/J4 with a date time group of 082044Z Aug 96. Addressees included the Per Diem Travel and Trans Allowances Committee (who thanked us for putting out the guidance), Services, HQ MTMC, and DFAS - City Center, Kansas City MO. The message

advises all addressees to ensure their activities are aware of this policy. The message is quoted below: Subject - "Circuitous Travel in Conjunction with Official Travel"

"1. As you know, General Services Administration (GSA) city pair fares are for official travel only. The FY96/FY97 contract allows free international stopovers. Each fare shall allow at least one free stopover at any connecting point of at least 7 days, with the exception of Hawaii (which is capacity controlled). The term "any connecting point" means any connect-point allowed in the carrier's fare quote.

2. If a member is authorized circuitous travel over a routing that does not allow GSA stopover (including Domestic travel), the TMO/ITO should use GSA city pair fare for the "OFFICIAL" segment(s) and construct the most cost effective means for circuitous routing using other fares available in the public market. The member would then pay the difference in cost between the authorized official segment cost and the circuitous routing in accordance with the JFTR."

Widespread dissemination of this policy will enhance travel availability and is conducive to ultimate customer service and provide clarification of present travel policy.

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COMBAT READINESS

2T2X1 Utilization & Training Workshop

The Air Force Career Field Manager for the 2T2X1 Air Transportation AFSC recently conducted a Utilization

& Training Workshop (U&TW). The 345 TRS at Lackland AFB, TX hosted the workshop.

This was the first U&TW for the AFSC in approximately 3 years, so it was long overdue. The major focus of this U&TW was to finalize the 2T2X1 Career Field Education Training Plan. This product is the result of Year of Training initiatives and was urgently needed by the field. The U&TW brought together all the MAJCOM Career Field Managers and several unit level functional experts.

Additionally, several other issues were resolved at the U&TW. The issues included combining the 3/5-skill level STS and the 7-skill level STS into one complete and comprehensive STS. Code keys were added and modified to ensure ease of understanding of the new STS. Added under the second column of the STS, Core/Wartime Tasks, the asterisk "*" identifies a wartime task that is taught in technical school when classes are accelerated in a wartime environment; a "5" identifies the minimum mandatory core tasks necessary for upgrade to the 5-skill level; and a "7" identifies the minimum mandatory core tasks necessary for upgrade to the 7-skill level.

The previous number of core tasks identified for upgrade to the 5-skill level was 105 tasks. This excessively high number of tasks was causing the units significant problems with trying to get individuals upgraded in time for promotion testing for E-5. (If an individual is not upgraded to their 5-skill level, they are not allowed to test for promotion without a waiver.) The U&TW reviewed all the core tasks, line by line, and significantly reduced the number of core tasks from 105 to 75. This was done by refocusing on the most critical tasks for 5-skill level upgrade like freight, passenger service, and fleet service. We redefined more difficult functions like Air Terminal

Operations Center (ATOC) as tasks for the 7-skill level upgrade. Also in the STS, "header" task items were shaded in column 3, which identified these areas as "headers" only and do not require signing off by the trainer or trainee. Finally, under the "abbreviations/terms explained" section, the definitions for core and wartime tasks were clearly identified, along with the addition of the definition for the Enlisted Transportation Advisory Group (ETAG). This will help ensure a greater degree of awareness of this important group of enlisted transportation functional experts.

The U&TW was a resounding success. Without the many hours of hard work put in by the 345TRS/TT experts the U&TW could not have been accomplished. Many thanks to all who participated.

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OTHER ITEMS OF INTEREST

FASCAP - It Works!

Discovering and implementing improved ways to perform Air Force functions is one of the hallmarks of good management. Productivity improvement initiatives pay valuable dividends during both peacetime and wartime through increased readiness and reduced dependence on scarce resources. With few exceptions, any Air Force organization can apply for productivity funds to obtain equipment.

One such program is the Fast Payback Capital Investment Program (FASCAP). This program provides money for general purpose equipment (office, shop, etc.). To be eligible for FASCAP funds, the project:

a. Must not exceed \$200,000 in investment cost.

b. Equipment must be readily available "off-the-shelf."

c. Must generate sufficient savings, directly related to the equipment purchased, to return all investment costs within 2 years from the date equipment becomes operational.

d. Must meet the submitting organization's long-range objectives.

e. Perform valid operations, functions, or services that existing equipment or contracting out cannot perform as economically or effectively.

Savings may be generated through manpower; you may delete funded authorizations shown on your Unit Manpower Document (UMD). Any authorizations you give-up may be used by your organization to fund any validated requirements after one year or after the period of amortization. Manpower authorizations programmed for deletion may no longer be used to amortize projects.

The use of manpower authorizations to pay for a project is not a must and is not the only way to offset the cost of buying equipment. Any "hard" savings in other areas will do as well.

An example is a project submitted by the 5th Transportation Squadron, Traffic Management Flight. They purchased a commercial stretch wrap machine using FASCAP funds. The savings was generated by not doing business the "old" way. They reduced the use of multiwall containers by 250 per year, as well as reducing the amount of sealing tape, metal banding and interior packing materials. Through this reduction, they were able to use the savings to purchase the stretch wrap machine and amortize the project within 9 months.

Once a FASCAP project becomes operational, the requesting unit incurs an obligation to track and report

savings until all investment costs have been liquidated.

Just a reminder - projects originators may be eligible for a cash award if the project qualifies under the Air Force Suggestion Program.

If you need help in determining if a project qualifies for FASCAP, assistance is only a dial away. Contact your local Manpower Office and get a "free" copy of the booklet "WHAT IS FASCAP."

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AFMC Transporters On The Web

The Headquarters, Air Force Materiel Command Transportation Division is now actively utilizing the World Wide Web to disseminate information to its field units and other interested transporters.

This tool promises to become the number one means of disseminating unclassified policy, guidance, and information, all with real-time speed.

The current page not only offers information concerning vehicles, cargo, combat readiness, and acquisition, but also makes it relatively easy for anyone to directly e-mail members of the HQ AFMC/LGT staff.

This page can be found by pointing your browser to:
<http://www.afmc.wpafb.af.mil/organizations/HQ-AFMC/LG/LGT/>

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AF/LGTs Enlisted Corner

The enlisted corner is being established by AF/LGT's Transportation Career Field Managers

(CFMs) in an attempt to pass on information that is of particular interest to enlisted personnel.

Currently these positions are filled by CMSgt Leo Kaercher, Air Transportation CFM; CMSgt Herb Schlecht, Traffic Management CFM; and MSgt Ron Malone, Vehicle Operations CFM. We will soon be adding a fourth, SMSgt Timothy Stern will assume duties as Vehicle Maintenance CFM upon his arrival in Jan 97.

For our first topic, we'd like to take the opportunity to publicize the Enlisted Transportation Advisory Group (ETAG). The ETAG meets at direction of HQ USAF/LGT (Brig Gen (S) Mary L. Saunders) to discuss significant issues, priorities, and policies that affect all enlisted transporters.

Basically, the ETAG provides senior enlisted transporters a direct avenue for providing advice and counsel to the Air Force Director of Transportation.

Gen Saunders is a true advocate of ETAG and has chartered CMSgt Kaercher, the incumbent ETAG Chairman, with setting up an annual forum. The chief is currently coordinating potential sites for our 1997 ETAG, which is projected to convene the end of February. This time-frame allows ETAG issues to be coordinated and briefed to senior-level transporters (known as the Transportation Board of Advisors) at the Air Force Worldwide Transportation Conference, scheduled for Apr 97.

ETAG attendance is limited to representatives from Air Staff, MAJCOM, and other selected agencies. Traditionally, MAJCOMs solicit ETAG inputs from their bases to help establish the agenda and then inform their bases of ETAG results. But it's not unusual for MAJCOMs to bring base-level representation to ETAG. It's very important that all

enlisted transporters are aware of this advisory group and what it's chartered to do. This outstanding forum provides an excellent opportunity for the enlisted transporters' voices to be heard.

At the 1996 ETAG, we discussed the status of Career Field Education and Training Plans (CFETPs) for the 2T0 and 2T2 career fields, modification of the Agency Report on Motor Vehicle Data (AF Form 1474) in the 2T1 workshop, and the need for 2T3 representation on the Air Staff. We're pleased to announce that both the 2T0 and 2T2 CFETPs have been ratified and turned over to Air Force PDO for printing; the AF Form 1474 has been modified and should be available NLT 31 Jan 97 on the Air Force Home Page (WWW), the Air Force Publishing and Distribution Library, and the Air Force Electronic Publishing Library; and as addressed earlier, SMSgt Stern will be on-board as the enlisted 2T3 representative in Jan 97. This is just a small sampling of issues to give you an idea of what this forum accomplishes.

MAJCOM functional representatives can provide more information on the ETAG, its charter, and any outstanding issues. Hopefully, you've found this article informative. Future issues will continue to provide information affecting the folks who move the world--our enlisted transporters!

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Air Force Personnel Center Notes

An on-going review of the Air Force Officer Assignment System has identified several enhancements of interest to transportation and other logistics officers:

More Voice/More Choice

Responding to desires from field commanders, the Air Force Personnel Center (AFPC) instituted More Voice/More Choice.

More Voice: Commanders will be asked to recommend appropriate next assignment/next job information directly to the AFPC assignment teams. This information will be retrieved as officers enter the assignment cycle and will assist assignment teams in counseling officers on options and while completing assignment actions. Until system upgrades come on-line, commanders are encouraged to recommend officer assignment information early and often by e-mail, fax, or letter to AFPC so it can be included in the officer's assignment folder.

More Choice: Grants gaining commanders selection authority of qualified eligible officers who either volunteered for a position or were identified as the most qualified/eligible officer for an advertised position. AFPC will provide commanders (through their Major Command) a prioritized list of qualified and eligible officers for a position. Commanders will be able to select the officer of their choice within the prioritized category.

Categories one through four are must-movers (short tour returnees, long tour returnees, base closure or unit deactivation, and completion of maximum stabilized tour). Category five is all others (usually CONUS assigned officers). Commanders may choose any officer within the priority category. Commanders may only skip a higher priority candidate with sufficient justification.

Remote Follow-On

Officers PCSing to a short tour area (15 months or less unaccompanied) will be offered the opportunity to request a follow-on assignment prior to departing for their short tour area. Officers may list up to 15 choices of areas they would like to follow-on to after their short tour.

AFPC will attempt to work the officer to a specific base or geographic area. There must be a requirement for the officer's AFSC at the location requested. An officer will not be guaranteed a specific job, rather a base or location.

There is a 100 percent opportunity for company grade officers to apply for follow-on consideration. Field grade officers will also be eligible to apply for follow-ons; but, due to the

numbers and nature of field grade assignments, not all field grade officer requests can be accommodated.

Cross-Flow Program Alive and Well

The AFPC Logistics Branch continues to aggressively work cross-flow assignment opportunities for all logistic officers. An officer can cross-flow after they have at least 4 years in their primary specialty. They will normally cross-flow into another logistics AFSC for a period of 2 years and then return to their original AFSC.

Officers can cross-flow at their current base as a PCA action or compete for assignments for advertised positions on the EBB. Contact your assignment team for details of each alternative.

AFIT Opportunities

The Air Force Institute of Technology (AFIT) offers a Master's Degree in Transportation Management during a 15 month PCS assignment to Wright-Patterson AFB. Officers selected for this highly-competitive program will receive follow-on assignments to positions requiring advanced academic degrees. Officers interested in applying for AFIT should contact their education office to request an AFIT review of their eligibility. Officers volunteer for the AFIT assignment through the Electronic Bulletin Board. After AFIT determines eligibility, officers are competitively selected for the AFIT assignment by AFIT and AFPC.

Minimum prerequisites for AFIT are a 3.0 undergraduate grade point average, a minimum of 500 verbal and 600 quantitative on the GRE, and 2 years time-on-station.

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Articles can be about quality initiatives, lessons learned, PAT results, etc. The crosstell you originate has to be an action that has had some results, positive or negative.

Articles may be submitted by...
(1) E-mail. (2) Fax. (3) Mail disk with article in plain text or Word. (4) Mail hard copy of article, and (5) NEW! Using our internet on-line input form at:

<http://131.44.127.25/transformer/article.html>

All articles **must** be submitted through your MAJCOM POC, listed on this page.

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